

# The Pensacola Journal

BY  
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## The Next Paramount Issue In National Politics.

It is one of the anomalies of American politics that, while its political parties quarrelingly clamor and close and contend about what their platforms are pleased to label as the "leading issues of the campaign," no one of them, or at least neither of the two great parties, has ever had the moral courage to declare itself in definite terms on what is not only going to be the greatest issue of the times but what has for years really been the most important question affecting either the constitutional or natural rights of the American people.

In 1892, the presidential campaign was fought out on the tariff issue. In 1896, it was the free silver issue. In 1900, it was imperialism, and in 1904, it was so-called "constitutionalism," with a few side swipes at the trusts and a belated and weak arraignment of their old-time practice of contributing to a certain political party's campaign fund.

It has been a different issue in each of the past four campaigns and as we look back on them now, the general public—that class of people whose interests are of general rather than of a special nature—may be excused for wondering what all the turmoil was about.

Whether a man wanted a high tariff or a low tariff depended largely on what business he was in. Whether he wanted free silver and bimetalism or gold monometallism depended on whether he thought there was or was not sufficient circulating medium in the country with which to conduct the business of the country. Whether he was in favor of or against "imperialism," depended on how he interpreted the position of the United States in the Philippines. And what he thought about "constitutionalism" depended in most cases on what his political leaders thought about it—because not one in fifty could tell, if his life depended on it, what constitutional questions were at stake. It is fair to presume therefore that, with the possible exception of the tariff, none of these questions is likely to constitute a paramount issue for a future campaign.

But there will be a paramount issue, and one whose importance overshadows them all. It is now, and has for years, been the dominant state issue in practically every state in the union, and why it has never been a national issue is one of those things for which only the politicians are in a position to account. We refer to the railroad issue—a question which affects either directly or at exceptionally close range, the welfare of every man, woman and child in the United States.

President Roosevelt has himself sounded the warning note, and it is being taken up, either in harmony or discord, by the press, the people, public men, and various interests everywhere. In his message to Congress, President Roosevelt said:

Above all else we must strive to keep the highways of commerce open to all on equal terms, and to do this it is necessary to put a complete stop to all rebates. Whether the shipper or the railroad is to blame makes no difference. The rebate must be stopped, the abuses of the private car and private terminal track and side track systems must be stopped, and the legislation of the Fifty-eighth congress which declares it to be unlawful for any person or corporation to offer, grant, give, solicit, accept or receive any rebate, concession or discrimination in respect of the transportation of any property in interstate or foreign commerce whereby such property shall by any device whatever be transported at a less rate than that named in the tariffs published by the carrier must be enforced.

While I am of the opinion that at present it would be undesirable if it were not impracticable finally to clothe the interstate commerce commission with general authority to fix railroad rates, I do believe that as a fair security to shippers the commission should be vested with the power where a given rate has been challenged and after full hearing found to be unreasonable to decide, subject to judicial review, what shall be a reasonable rate to take its place, the ruling of the commission to take effect immediately and to obtain unless and until it is reversed by the court of review.

President Roosevelt is the first executive who has had both the discernment and the backbone to openly and directly point this issue and suggest a remedy. Whether his remedy is the proper one or not remains to be seen, but that really is immaterial. His position in the matter, the comment that has followed, and the interest which now centers on the question have all raised the issue, and it will remain at the front until the proper remedy is found and applied.

The railroad question is going to be the great issue in the next national campaign. Where the questions of the tariff, of money, of imperialism, and of "constitutionalism," are more or less of an abstract and theoretical nature, the great subject of railroad rates, railroad domination in politics, and railroad power in general is a living, concrete matter—a condition, not a theory—and it affects, directly, every village and hamlet, town and city in the United States.

What remedy will be applied or what result will be accomplished, remains to be seen. Whether the railroads will be brought under the direct supervision of the federal government with authority to fix rates and compel compliance therewith, or whether government ownership will be accepted as the ultimate solution can not be foretold. One thing, however, is certain—the issue is at last up, and it will in all probability remain the dominant issue in American politics until it is settled either in favor of government regulation and control, or government ownership itself. It will probably rest with the railroads themselves as to which it shall be.

## INQUIRIES ABOUT PENSACOLA COME TO THE JOURNAL.

Ever since the Journal issued its Progress and Prosperity Edition last year it has been receiving every week all the way from one to a dozen inquiries about the Deep Water City. Two of the latest received are given as follows:

Westfield, Ind., Jan. 16, 1905.  
Editor Pensacola Journal:  
I have just come into possession of the Progress and Prosperity Edition of the Pensacola Journal dated January 1904, which interested me in your city.

Will you please send me something of more recent date, for which you will find stamps enclosed? Respectfully,  
BERT ANDERSON.

Phillipsburg, N. J., Jan. 14, 1905.  
Editor Pensacola Journal:  
I expect to go south in the near future. Can you give me any information as to the future prospects of your city from an investor's standpoint? Any information will be thankfully received. Respectfully,  
F. B. MILLER.

260 Chambers St.  
All of these requests are answered by a personal card or letter from The Journal, together with sample copies

of the paper and such additional literature as may be at hand. They are particularly valuable, indicating as they do the interest with which the outside world is regarding Pensacola, and also the good advertising which The Journal's regular and special editions are doing for the city.

When The Journal's Pensacola and Panama Canal Edition is out, it will form the biggest and best advertisement which the city has ever had.

The numerous friends of Sam B. Russ, the accomplished editorial writer on the Times-Union, are glad to note that he has now so far recovered from a recent severe illness as to be able to perform his editorial duties again.

The Journal's edition this morning consists of something over 4,200 copies. Could a Pensacola advertiser ask for anything better?

DeFuniak is getting metropolitan. A franchise for a gas lighting-service has just been granted by the city council.

## MAY ESTABLISH DEEP WATER HARBOR AT FORT MORGAN.

A special telegram to the New York Tribune, bearing a Sioux City, Iowa, date line, reads as follows:

After years of effort Sioux City promoters, including a score of leading men, have interested capitalists of Philadelphia and St. Louis and secured contracts with the Rock Island and Louisville and Nashville roads for establishing a new deep water harbor on the Gulf of Mexico. It will be at Fort Morgan, Ala., to which the railroads mentioned are being extended. A low lying peninsula twenty miles long incloses a great harbor over forty feet deep throughout. This peninsula has come into the possession of the capitalists interested, who will establish wharves and terminals. The port will compete for the business of both Mobile and New Orleans, asserting greatly superior advantages because of deeper water and larger area

## The Post Office Records Show That—

There was paid by The Pensacola Journal during the year 1904 for newspaper postage \$276.56, for 27,656 copies of matter.

The aggregate amount of newspaper and periodical postage collected by the office for the same period was \$429.73, representing 42,973 pounds.

When analyzed these figures show that the newspaper mail entered at the Pensacola office for 1904 was divided as follows:

Papers.	Pounds.
Daily and Weekly Journal.....	27,656
All other papers.....	15,317
The Daily News.....	
The Weekly News.....	
The Reporter.....	
The Baptist Messenger.....	
The Florida-Sentinel.....	
The Exponent.....	
The Brotherhood.....	15,317

Total Second-class matter.....42,973

From these postoffice records it will be seen that The Journal circulates through the mail over 64 per cent. of the total second-class matter entered at Pensacola. In other words, it lacks only 2 per cent of circulating twice as much matter as all the other publications in the city combined.

As The Journal's city circulation, which does not go through the postoffice at all, is equally as large in proportion to the total newspaper circulation in the city, an advertiser can readily see that his advertisement in The Journal is read by practically two times the number of people who would read it if it were placed in all the other city publications combined. Not only this, but there is probably not one person out of ten in the city, who takes any other paper at all, but who also takes The Journal.

Go over these figures carefully, Mr. Advertiser, and then consolidate your advertising in the paper which is read by two persons where all the others combined are read by only one.

of it. Millions are back of the movement.

This is a new proposition, but there may possibly be something in it. Commenting on the matter the Birmingham Age-Herald says:

This is but another indication of the drift of trade, speculation and promotion to the gulf. The proposed city at Fort Morgan will, however, have to contend with a bar which will have to be deepened 35 feet or more. No doubt plenty of deep water exists inside the bar and the projecting peninsula that is crowned by Fort Morgan, and no doubt in the long run the Sioux City project will become fact, for deep water harbors on the gulf will be in great demand when the Panama canal is dug, and this country begins to attain to its full growth.

But it is somewhat strange that the working out of the project should have fallen into the hands of promoters in Sioux City, Iowa. Most of the people in Sioux City would not know a deep-water harbor when they saw it. But be that as it may, let Sioux City be not dismayed by the task. No railroads have been extended to Fort Morgan, but anything perhaps is possible in this age of development. This district looks at any rate with a favorable eye on the Sioux City project, and even Mobile will not oppose it, for it may aid the latter in its task of inducing the government to deepen the water on the bar and all the way up the bay.

Whatever may be the influences of the project, whether they come from Sioux City or some other place, the fact remains that a railroad is now being built to the very point which the above special mentions. The road now under construction and which will soon be in operation from Bay Minette on the Louisville and Nashville to Bon Secour Bay, is probably the one referred to, and while it probably will not run quite to Fort Morgan, it will reach the harbor at just as advantageous a point.

All kinds of difficulty has been experienced in getting the New Orleans naval dock in position to float the cruiser Columbia. It had to be unfasted from its moorings and towed out into the stream and then, after the Columbia was raised, taken back again. With a graving dock at Pensacola no such difficulty in repairing the vessels of the navy would be encountered; and, in fact, no difficulty is now experienced in handling vessels on the big floating dock in Pensacola harbor.

The merging of the Tallahassee Capital and the Weekly Tallahasseean wherein both plants are consolidated and the Capital obtains full control of the field, will give State Printer Hillson a cinch on the state printing for some time to come and at practically his own price. No outside concern could render an effective bid for the work, and it would not pay to establish an additional plant at the capital. The Journal congratulates Mr. Hillson on his now complete control of a field

which ought to yield him rich returns for his energy and labor.

Pensacola is getting to be the biggest town for its size in the whole country.

Jacksonville is getting to be a "convention city" proper. Well, Jacksonville can take care of all that comes.

The DeFuniak Breeze says the chauntauqua program this year will be the finest ever offered the people of West Florida. That is saying a good deal, but President Wallace Bruce is capable of presenting it, and we believe he will.

W. J. Bryan minus one or two of his radical schemes would be the biggest Democrat in the country.—Memphis Commercial-Appeal.

Coming from a paper that has always manifested the most bitter and narrow prejudice against Mr. Bryan, this is saying a good deal.

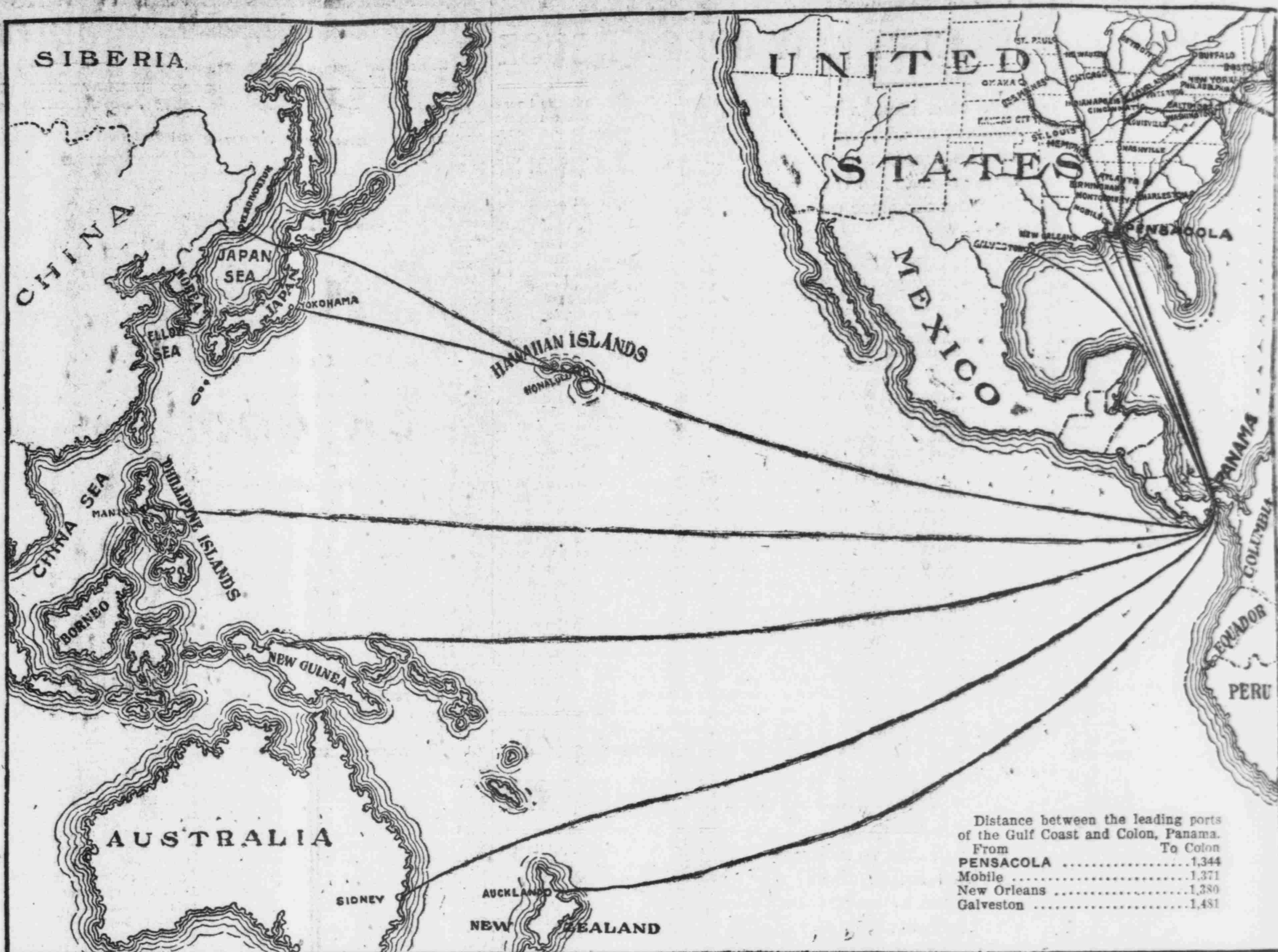
Pensacola should have a municipal water supply plant. If the present private company which now supplies the city will sell its plant and system for what they are worth, the purchase should be made. If the private company will not sell on reasonable terms, then the city should build another waterworks system and lose no time about doing it.

A movement has been started in Kentucky for the raising of a suitable memorial to Stephen Foster. Does the average reader know who Stephen Foster was? Probably not. And yet every reader should know, for there is probably not an American whose heart he has not stirred. He wrote "Old Black Joe," "My Old Kentucky Home," "Way Down Upon the Suwannee River," "Nellie Grey," "Come Where My Love Lies Dreaming," and something like 120 other songs of the people. Now do you not feel that you know Stephen Foster and love his memory? His music was always characterized by simplicity and sweetness.—Savannah News.

It is probable also that the average reader does not know that Stephen Foster was a resident of Florida and that in the little cottage in which he lived on the banks of the Suwannee River is now, or was a few years ago, still standing though it has not been occupied since his death.

## PROMINENT SOUTH DAKOTAN IN CITY FOR FEW DAYS.

Prof. T. A. Duncan, of Mitchell, So. Dak., arrived in the city yesterday afternoon and will spend a few days here looking over the city and adjacent country. Prof. Duncan is one of the best known men in educational circles in the northwest and he also has large property interests there. His work in connection with the founding of Dakota Wesleyan University made him a prominent figure among educators and business men there for many years, though he is not now actively connected with the institution. While in Pensacola, he will be the guest of Mr. and Mrs. Frank L. Mayes, at 907 North Alcaniz street.



## Bird's-Eye View of Pensacola's Proximity to the Pacific Coast and Markets of the Far East Through the Panama Canal.

From	To Colon
PENSACOLA	1,344
Mobile	1,371
New Orleans	1,389
Galveston	1,481

## Mr. Roosevelt's Debt

To William J. Bryan.

(New York World.)

In 1898 the platform on which Mr. Bryan was nominated at Chicago contained the following plank:

"The absorption of wealth by the few, the consolidation of our leading railroad systems and the formation of trusts and pools require a stricter control by the federal government of those arteries of commerce. We demand the enlargement of the powers of the interstate commerce commission and such restriction and guarantees in the control of railroads as will protect the people from robbery and oppression."

Four years later the same ideas were more fully developed in Mr. Bryan's Kansas City convention. There the following declaration was made:

"We pledge the Democratic party to an unceasing warfare in nation, state and city against private monopoly in every form. Existing laws against trusts must be enforced and more stringent ones must be enacted, providing for publicity as to affairs of corporations engaged in interstate commerce, and requiring all corporations to show, before doing business outside of the state of their origin, that they have not attempted to monopolize any branch of business or the production of any article of merchandise, and the whole constitutional power of congress over interstate commerce, the mails and all modes of interstate communication shall be exercised in the enactment of comprehensive laws on the subject of trusts. We favor such an enlargement of the scope of the interstate commerce law as will enable the commission to protect individuals and communities from unjust and unfair transportation rates."

Publicity President Roosevelt made one of his doctrines soon after his accession to the presidency, and the department of commerce and labor, with its bureau of corporations, was ostensibly created with that end in view.

In President Roosevelt's last message to congress, delivered on December 6th, 1904, occur the following passages:

"It is an absurdity to expect to eliminate the abuses in great corporations by state action. It is difficult to be patient with an argument that such matters should be left to the states, because more than one state pursues the policy of creating on easy terms, corporations which are not operated in that state at all, but in other states whose laws they ignore. The national government alone can adequately deal with these great corporations."

"The government must in increasing degrees supervise and regulate the workings of the railways engaged in interstate commerce, and such increased supervision is the only alternative to an increase of the present evils on the one hand or a still more radical policy on the other. In my judgment the most important legislative act now needed as regards the regulation of corporations in this act to confer on the interstate commerce commission the power to revise rates

and regulations, the revised rates to go at once into effect, and to stay in effect unless and until the court of review reverses it. Steamship companies engaged in interstate commerce and protected in our common trade should be held to a strict observance of the interstate commerce act."

This week at the Jackson Club dinner at LaFayette, Ind., Mr. Bryan declared that "democrats ought to heartily support him (the president) in the position he is taking," and added:

"While I am anxious that the power of government supervision and regulation should be fairly tried, I feel myself inclining to the belief that public ownership is the only permanent remedy for the evils which have grown out of the management of the great arteries of trade by a few individuals."

At Indianapolis last Thursday in address to the Indiana state legislature, Mr. Bryan declared that he was "encouraged" by President Roosevelt's "recommendation on the subject of railroad legislation—his recommendation that the powers of the interstate commerce commission be enlarged, and that that commission be given power to regulate railroad rates."

"I am glad that the president has added, 'has taken the position he has and I hope every democrat in the state and house will support him to the utmost, and I will say in advance that I shall recommend the defeat of every democrat for renomination who does not stand by the president's efforts to bring about those recommendations.'"

## TWO CARS MULES AND HORSES

We have just received a car each of well broken horses and mules in fine condition. They were purchased at a very low price and can be sold at very low prices. Call and see them at our stables, 209 East Garden street.  
W. R. TAYLOR & CO.

Escambia Lodge No. 15, F. & A. M. Special communication at Escambia Lodge No. 15, F. & A. M. at 1 o'clock p. m. Sunday, Jan. 22nd, to attend the funeral of our late brother E. E. Kelly. Interment at Mt. Grove cemetery. Carriage transportation will be furnished the Lodge.  
VAL H. WRIGHT, W. M.  
W. G. DAILY, Secretary.

**SANTOS COFFEE**  
HAS ADVANCED IN PRICE WHOLES  
SALE RETAIL PRICE REMAINS  
THE SAME. ACCEPT NO SUBSTITUTION.  
DAILEY & MOORE.

**THE TEA STORE.**  
You should read The Journal's columns this morning.